

Transit and Transportation Working Group

Current Active Members

- Cliff Chambers, Chair
- Shirley Ingalls
- Bruce England
- Jennifer Anderson
- David Paradise
- “Nacho” Martin-Bragado
- Les Montavon
- John Carpenter
- Deb Henigson, Land Use Planning chair, and liaison to Steering Committee

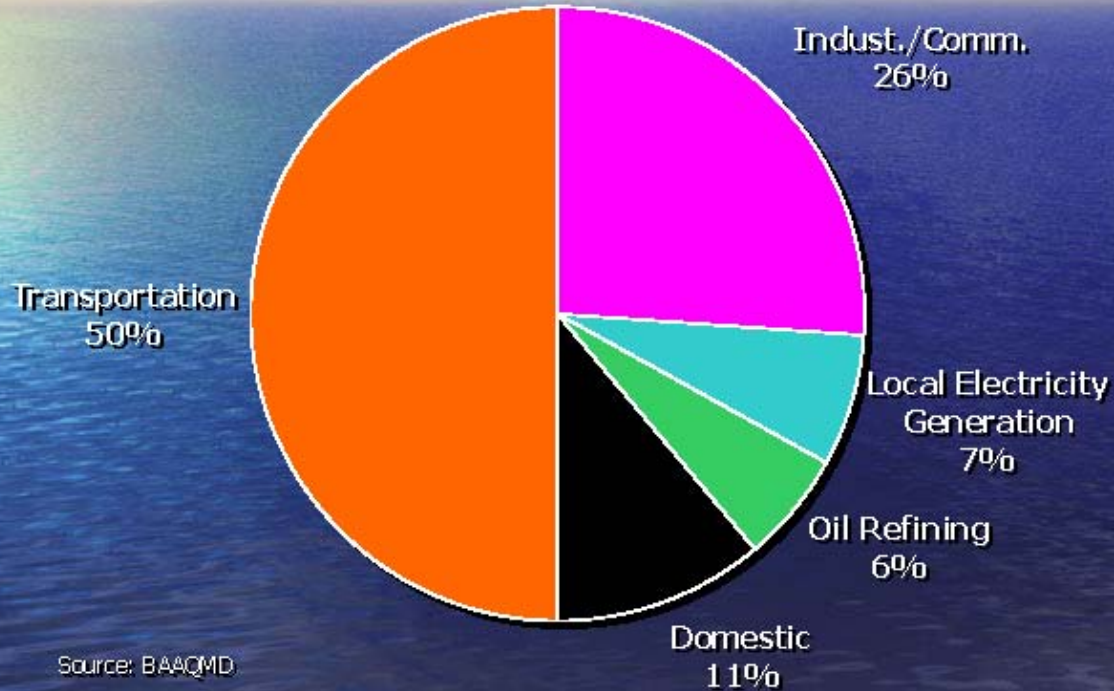
Overview

- Challenges
- Strategies and Vision
- Recommendations in 9 categories
- Priorities

Challenges

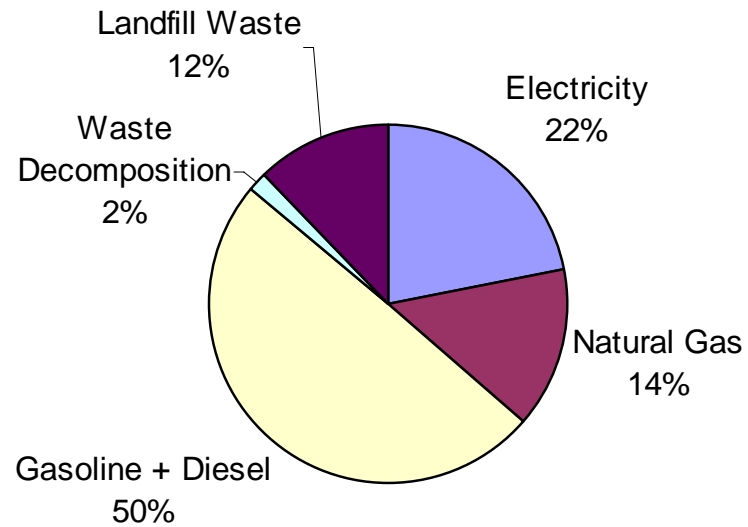
Transportation Sector=50%

Challenges: Bay Area GHGs

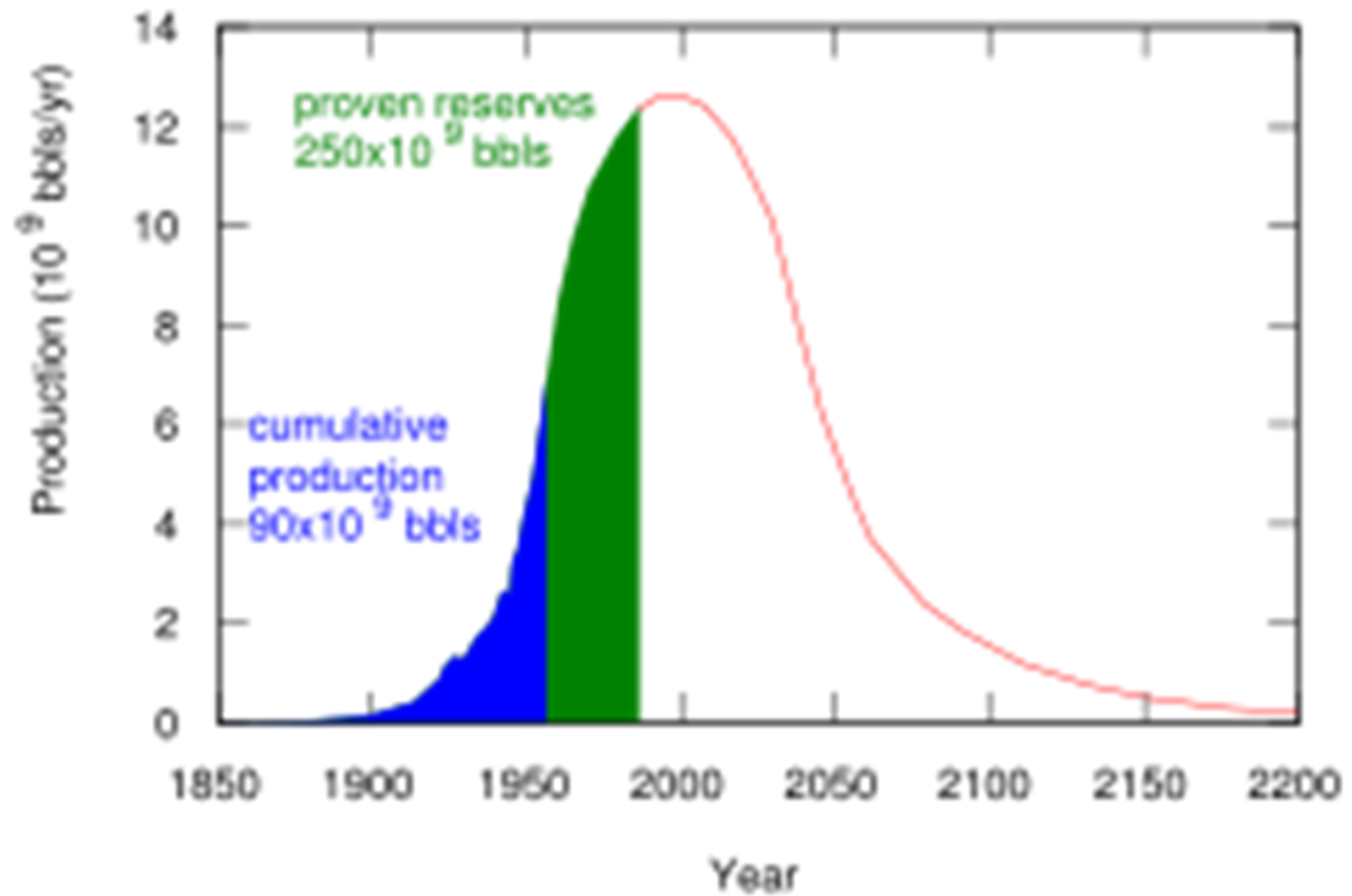


Mountain View

Emissions by Source



Peak Oil



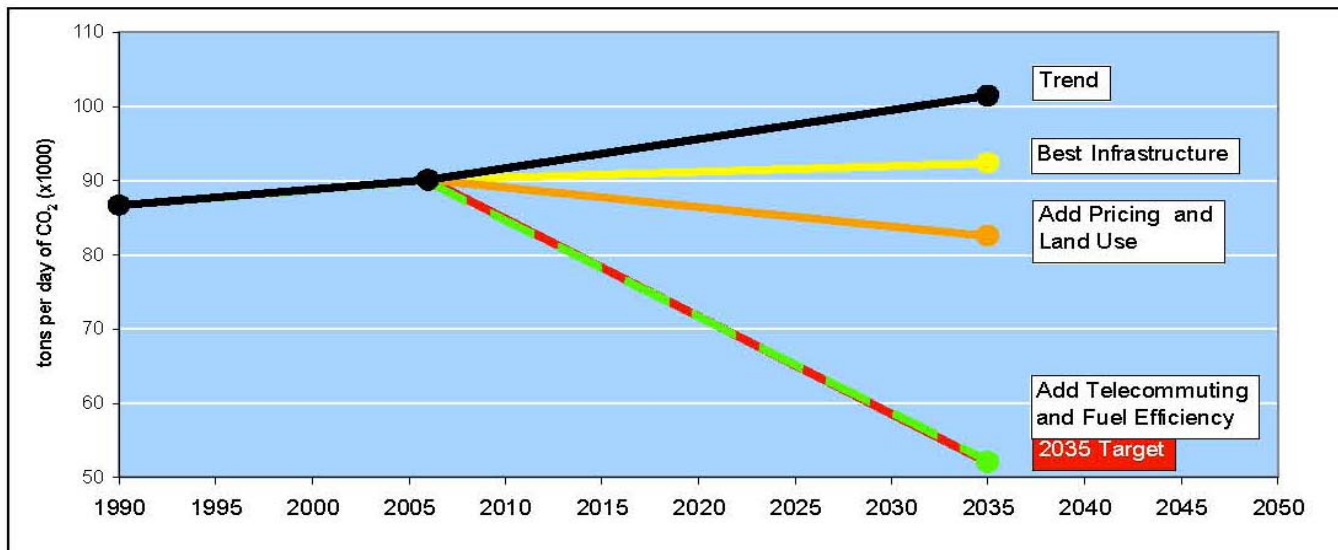
MTC 2035 Projections: CO₂

Emissions Measure: Carbon Dioxide (CO₂)

Target: Reduce CO₂ emissions by **40%** below 1990 levels

(Includes CO₂ from non-recurrent congestion)

Year	Tons per day of CO ₂ (x1000)
1990	87
2006	90
2035 Target	52



Notes:

MTC 2035 Projections: VMT

Economy Measure: Vehicle Miles Traveled (VMT) per Capita

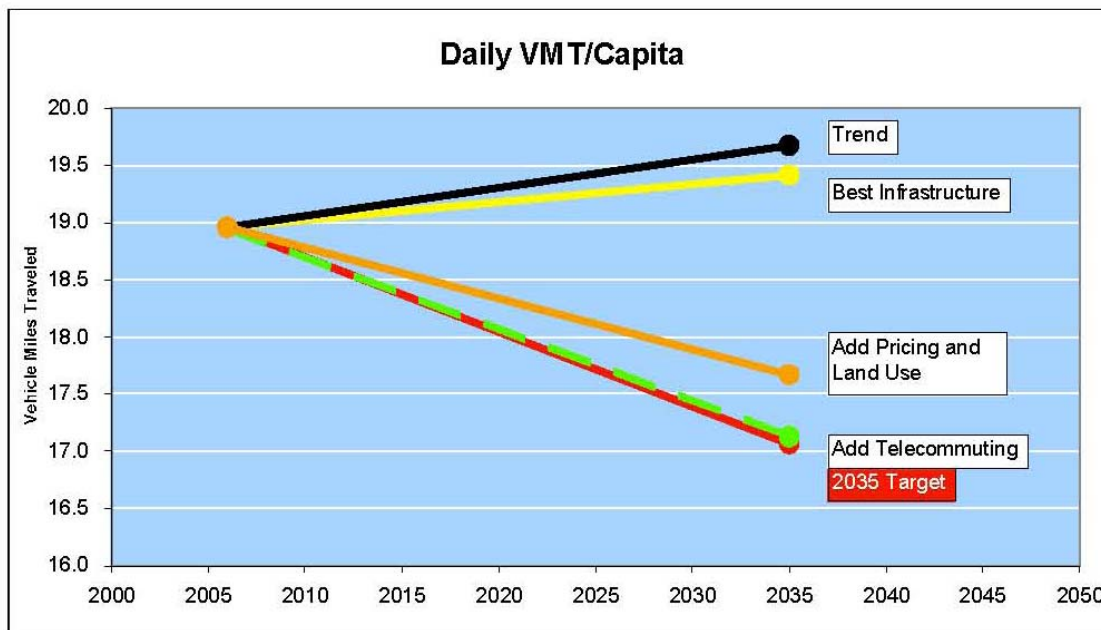
Target: Reduce daily vehicle miles traveled per capita by **10%** below 2006 levels
(Includes Year 2035 truck trips and Year 2006 interregional trips)

Key Target:

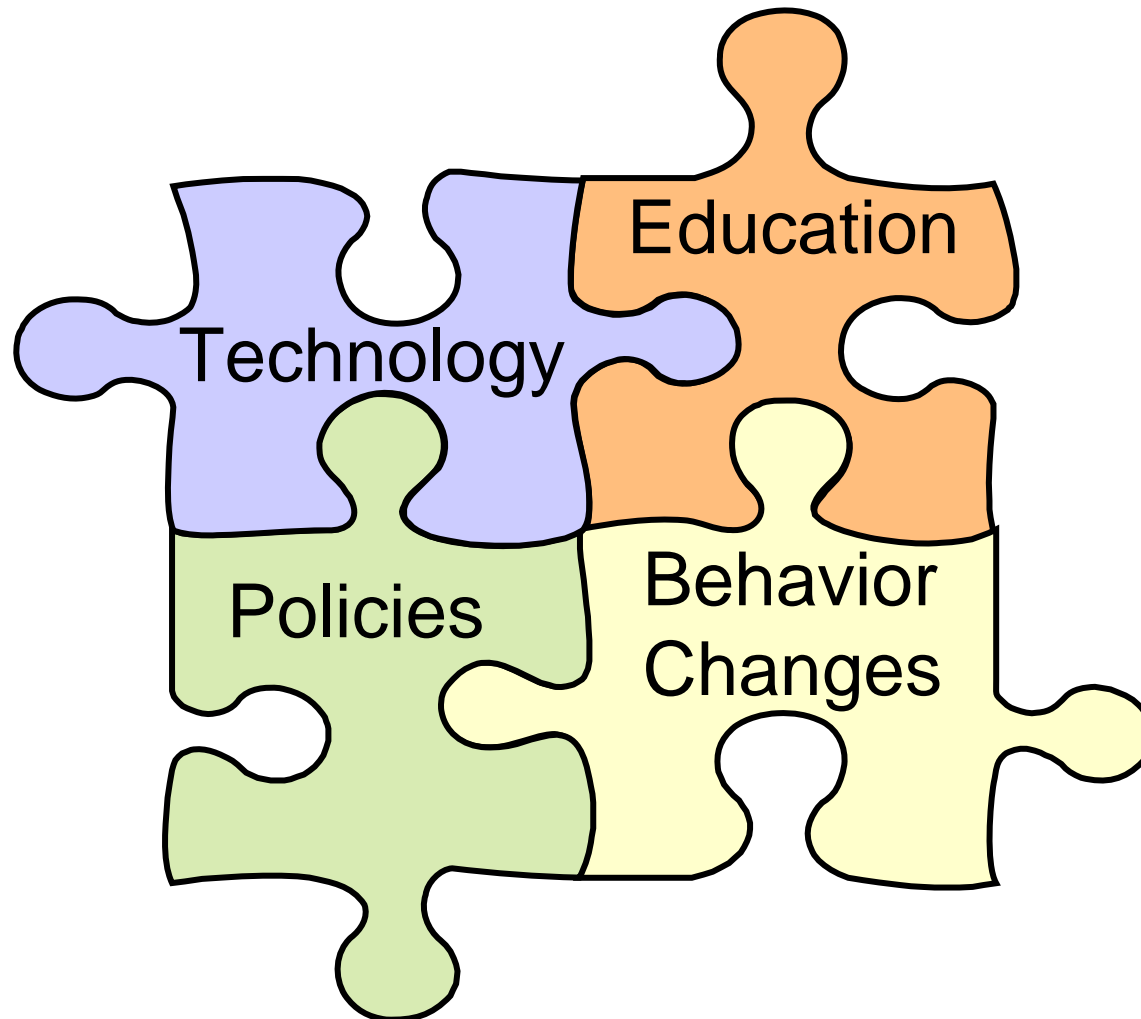
**10% reduction in
ICE* vehicle
miles travelled
below 2006 levels**

*internal combustion engine

Year	Daily VMT per capita
2006	19.0
2035 Target	17.1



Meeting the AB 32 Challenge



Strategies and Vision

Strong Foundation to Work From

- Mountain View Transportation Center: Caltrain, VTA light rail and buses, shuttles
- VTA Lines 22 and 522 on El Camino
- Urban design: Castro Street
- Transit oriented development: The Crossings, Whisman Station, Avalon Towers, 399 W. El Camino
- Google probably has the nation's most extensive and well-utilized employee commute program

Four Key Strategies to Reduce Petroleum Use

- Focus on **alternatives to normal driving** such as walking, biking, carpooling, and telecommuting
- **Better land use planning** can make these options more viable for more people (we've had 2 joint sessions with the Land Use Group)
- **Transition to more fuel efficient and smaller cars, biofuels, NEVs and hybrid cars** because these fuels and vehicles are available today.
- **Next generation vehicles** such as electric cars, plug-in hybrid cars, and hydrogen cars will help us transition away from petroleum in the mid- to long-term, using electricity instead of petroleum as a transportation fuel.

Beyond local decision-making

National Policies

- Fuel efficiency standards (CAFÉ)
- Amtrak/non-auto options for intercity travel
- Energy policy on fuels

State Policies/Initiatives

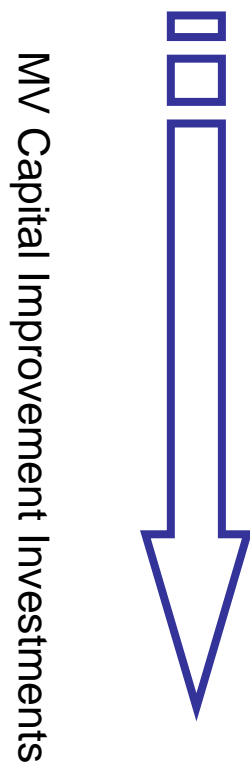
- Hydrogen Highway
- High speed rail

VERY Important, but no working group recommendations

Feet First....Powered by the Heart

Vision: Flip Modal Investment Priorities

Highest



Walkability

Bicycling

Community Transit

Regional Transit

Electric Cars, Trucks, Neighborhood EV, Segways

Vanpools

Carpools

Low Emitting Internal Combustion Cars/Trucks

High Emitting Internal Combustion Cars/Trucks

Lowest

A New Mobility Paradigm

Guiding Principles

- More land use decisions that enable a significant shift to walking, biking, and neighborhood electric vehicle (NEV) driving opportunities
- A reasonable alternative transportation choice for 75% of local trips
- Extensive use of emerging technologies for real time transit information, dynamic ride-sharing, and smart paratransit

Draft Recommendations

- Walkability
- Bicycling
- Plug-In Vehicles
- Community Transit
- Regional Initiatives
- Transportation Awareness
- Street Design
- Green Parking
- Grand Boulevard

Example: Pedestrian Scramble



Improve Connectivity



Walkability

By making such improvements as described in this document, individuals will be further encouraged to walk and, in some cases, bike to and from their destinations rather than to drive. Sample actions should include:

- Implement "pedestrian scramble" for safer and more pleasant walking experiences
- Improve pedestrian access to Farmer's Market
- Review and implement recommendations generated by the Leadership Mountain View (LMV) Walkability Group.
- Improve walking and biking along the south side of Evelyn between Castro and Calderon

Automated Bike Rental to Mountain View?



Bicycling

- Automated Bicycle Rental: Set up racks of bikes for rent at the train station and in neighborhood village centers near housing clusters.
- Breaching Barriers for Bicyclists and Pedestrians: Issues of streets not matching up across El Camino and Central Expressway.
- Significantly improve bicycle parking at retail and commercial locations.
- Fully implement bicycle boulevard network with disincentive for auto use (similar to Palo Alto's Bryant St. Bicycle Boulevard)

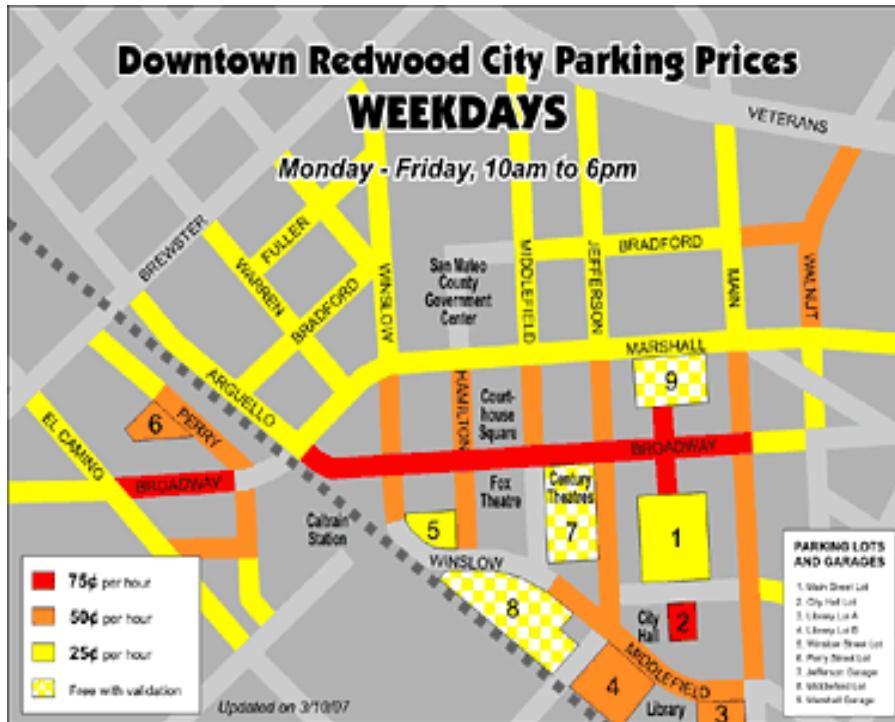


A Toyota Prius converted to a Plug-In Hybrid has 66% less CO₂ per mile than the average vehicle in the U.S. fleet.

Plug-In Vehicles

- Have Mountain View participate in the Plug-In Partners Program. Participating cities agree to consider purchasing Electric Vehicles and Plug-In Hybrids when they are available. This is an incentive to auto companies to produce plug-in vehicles.
- Transition city fleet to Plug-In Vehicles. Participate in pilot Vehicle to Grid projects (where plugged in vehicles get reduced electric rates by providing power to the electric grid during peak use times).
- Mountain View Car Share program would utilize City of MV hybrids and plug-in vehicles on evenings and weekends.

Green Parking



Green Parking

Overhaul the general plan and zoning code to establish a green parking code. Key features of the recommendation include:

- Parking supply should consider the recommended 10% reduction in auto trips.
- Consider prioritized parking needs of neighborhood electric cars.
- Parking site plans that encourage easy walking access and connectivity
- Shared parking incentives
- Consider the availability of on-street parking and restrictions for visitor parking, etc.
- Encourage standards for landscaping, and tree plantings
- Allowance for alternative energy uses such as solar, wind, etc.
- Work with the jurisdictions from San Jose to San Francisco to consider paid municipal parking in all public parking lots, garages and on-street parking areas. (Certified zero emission vehicles would be exempt from all parking fees)

Community Oriented Transit



Community Transit

Increase bus usage in Mountain View by:

- Improve frequencies to 15 minutes during core hours.
- Provide real-time arrival and departure signage at major bus stops.
- Equip buses with traffic light changers.
- Have more attractive, covered, well-maintained and well-lit bus stops.
- Clean buses and replace upholstery more frequently.
- Staff (perhaps by volunteers) booth in the train station building that dispenses information about public transport.
- Provide free local transit in Mountain View with residential Eco-Pass.
- Conduct a study to reconfigure local bus network to better serve key neighborhoods and key destinations.

Grand Boulevard Streetscape



Existing

Artist rendering, after



Bus Rapid Transit with Exclusive Lane, 10-15 minute frequencies



Grand Boulevard

As part of the General Plan process, develop a network of four Grand Boulevards in Mountain View such as: 1) El Camino 2) Castro (starting at El Camino), MV Caltrain station to Shoreline and Charleston 3) Middlefield and 4) other north/south alignment with following features:

- Transit zone along entire Boulevard
- Fully endorse Grand Boulevard guiding principles
- A high capacity transit service with a minimum of 15 minutes frequency. Exclusive right of way would be optimal.
- Second partial lane would be devoted to bicycle and pedestrian utilization buffered by parallel parking
- Single lane of traffic in each direction with left hand turn lane pockets

Transportation Awareness

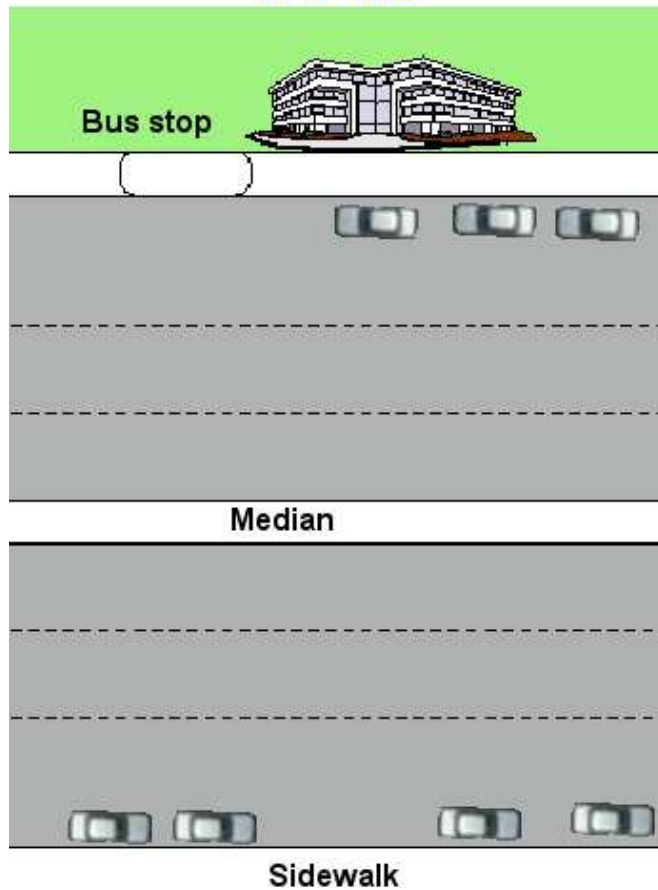


Transportation Awareness

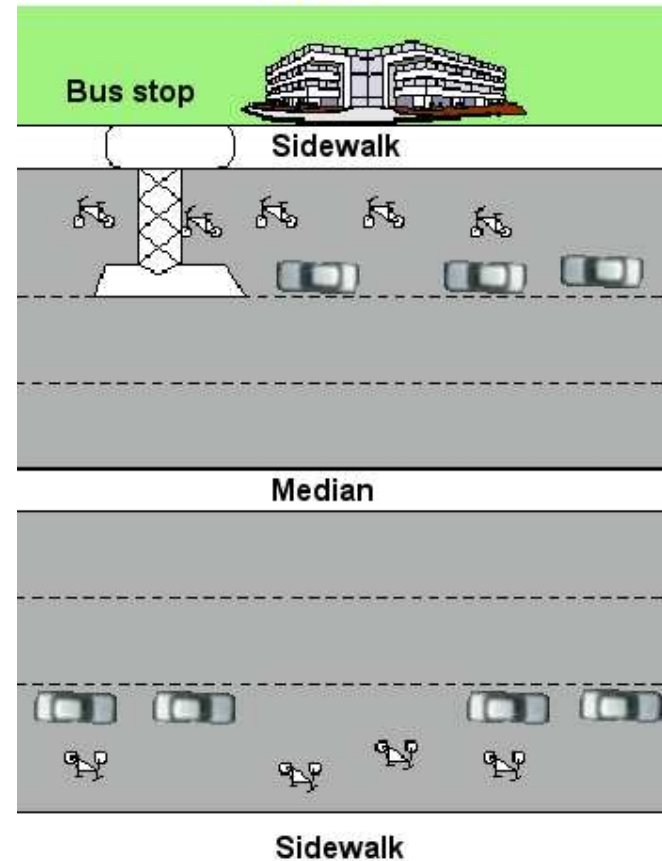
- The city of Mountain View takes a leadership role in educating its citizens of the various transportation options available to them. This education informs citizens of their best options for walking, bicycling and using public transit, and gives the city an opportunity to explain what steps it's taking to improve those transportation methods within the city.
- This education also entails the championing and teaching of advanced economical driving skills, targeting all interested drivers within the city.
- The purpose of taking on this leadership role as transportation educator is to improve people's ability to get around, reduce overall fossil fuel pollution and improve safe and efficient interactions between all forms of transportation.

Illustrative Street Design Features

Before



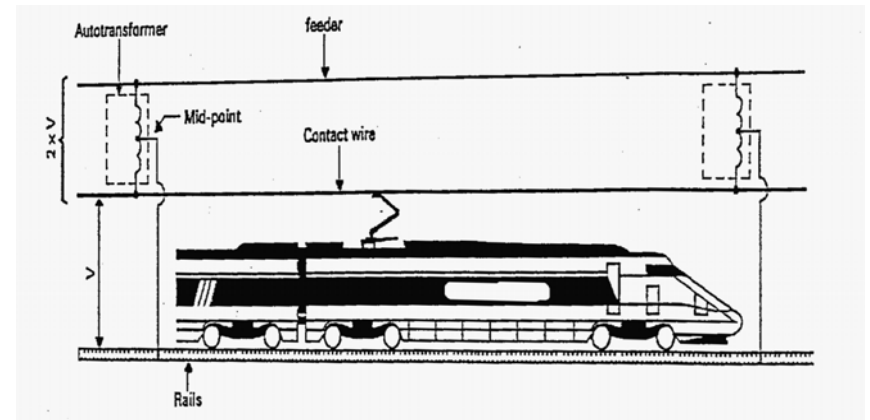
After



Street Design

- Build on the existing neighborhood traffic management program
- Use of speed tables in streets in which bike traffic is to be increased, to discourage use of cars.
- In existing streets with 3 lanes, or 2 lanes with medium traffic volumes, remove one lane on each side and extend the sidewalk accordingly. Create a bike lane on part of the extended space, not accessible by cars.
- Ban traffic on Castro street to private cars, for example from Church to Evelyn.

Regional: Caltrain Electrification



Right: MV
Station
Left:
Electric
Multiple
Units



Regional Connections

- Electrify Caltrain: better service with more trains. According to the City of Menlo Park, electrification of the Caltrain line will produce 1/3 the carbon emissions of the existing diesel locomotives.
- Prioritize electric vehicle access to the MV Caltrain stations:
 - Consider electric or hybrid buses for smart paratransit and community shuttle to Caltrain.
 - Install priority parking solar shed parking for NEV and electric cars at Mountain View Caltrain station.
 - Reallocate funding for 700 to 800 vehicle garage costing \$17 and \$20 million to carbon neutral access plan.

Priorities

Short-Term Priorities (Draft)

Priority	Impact	Difficulty	Cost
1. Transportation Awareness	Med.	Easy	Low
2. Participate in Plug-Hybrid Program	Med.	Easy	Low
3. Automated Bike Rental at MV Caltrain	Low	Easy	Low
4. MV Carshare	Low	Easy	Low
5. Significantly increase bike parking	Low	Med.	Med.

Mid-Term Priorities (Draft)

Priority	Impact	Difficulty	Cost
1. Improve walkability infrastructure	High	Med.	Med.
2. Getting Children to School without cars (10% reduction with ped./bike improvements)	High	Med.	Med.
3. Establish Green Parking Code	High	High	Low
4. Increase bus usage in MV (including community shuttles)	Med.	Med.	Med.
5. Fully implement bicycle boulevards	Med.	Med.	Med.

Long-Term Priorities (Draft)

Priority	Impact	Difficulty	Cost
1. Network of 4 Grand Boulevards (includes bike/ped. buffer)	Very High	High	High
2. Regional paid parking program	High	High	Low
3. Electrify Caltrain	High	Med.	High
4. Alternative transport for employers	Med.	High	Low